In regard to the maintenance of the Chandanapalli-Kudali road, three miles of the road are already under departmental maintenance. As regards the remaining portion, the road will run through reserve forests and the forests have to be disafforested. Then the people will have to cut the road under the Ryots'Roads Rules. Until then, it is not possible.

As regards the conversion of the Enadi-Ezhamkulam road the Chief Engineer has examined the question and he does not consider that it is sufficient to take precedence over very many other works which are of an urgent character. In any case, it is only a short cut as compared with the M. C. road.

In regard to the completion of the Kalangurpadam road and the road from the Adur-Sastancotta road, these two roads were proposed in the last session too. As regards the first road, it is now being partially improved by the P. W. D and a bridge has been put up at the first mile. With the maintenance grant it will be gradually improved year by year.

In regard to the second road, the Chief Engineer has ordered an investigation.

In regard to the conversion of the Vernacular Middle School into a Higher Grade School it had been referred by the Director of Public Instruction for remarks to the officers concerned. The report has not been received, until the present moment. So too with the other question of vernacular school.

As regards the Police station, the Commissioner thinks that Chavara is the most suitable centre.

In regard to the question of the Magistrate's court at Adur, I do not see the position has in any way altered since I gave my reply last year.

92. Needs of the Kartikapalli taluk.

Mr. K. NARAYANA PANICKER (*Member, Kartikapalli taluk*) spoke on the following needs of the Kartikapalli taluk :—

(*a*) Kartikapalli-Kayancolam road. This road ran from the Kartikapally bazaar *via* Muthukulam and Kirikad to Kayancolam. It was full of ruts and pits and was unfit for pedestrian or cart traffic. It should be metalled and made serviceable.

(*b*) Haripad-Ilanjimel road. This road ran from Haripad *via* Pallipad and Chennitala and joined the Mavelikara-Chengannur road at Elanjimel. It was in a very bad condition. Indeed at some places, even traces of the road could not be seen. The road should be opened fully and metalled.

(*c*) Danapadi canal. A big amount was being spent by Government every year for the maintenance of this canal. But these amounts were being wasted practically, as the sands on either side of the canal silted it up. This recurring expenditure could however be saved if the banks on either side of the canal were strengthened by masonry work.

(*d*) Haripad dispensary. The dispensary was now housed in a rented building. A site had been acquired by Government for putting up a good dispensary. But the Medical Board had dropped the idea of having a new building. The rented building was quite insufficient to meet the needs of the people. A new building should therefore be put up on the land which Government had acquired for the purpose.

(*e*) A Magistrate's court at Haripad. There was formerly a Magistrate's court at Haripad. All the pakuthies of the Kartikapalli taluk except two or three were under the jurisdiction of this court. But now these pakuthies were placed under the jurisdiction of the Magistrate's court, Kayancolam. The distance from the northern pakuthies of Kartikapalli to Kayancolam was 16 miles. The poor clients had to walk all these sixteen miles for reaching the court at Kayancolam. Nor did the Bench Magistrate's court at Haripad offer any relief. That court could deal only with petty cases. If a new Magistrate's court was sanctioned at Haripad, there would be enough work for that court. That could be seen from the statistics of the cases filed in the Kayancolam Magistrate's court. If a new court could for any reason be not sanctioned, the Tahsildar, Kartikapalli, might be invested with magisterial powers.

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DEWAN'S REPLY : Mr. Narayana Panikkar, in regard to the widening of the Haripad-Tottapalli road, the Chief Engineer has sent up an estimate for improving 38-41 miles in the Alleppey-Quilon road. There is a provision of Rs. 10,000 in the current year's Budget. Some work will be done this year.

As regards Danapadi todu, I am afraid that this will have to wait a little time because of its prohibitive cost, and it is not of such an urgency that we should undertake it immediately. There are more urgent works.

In regard to the metalling of the Kartikapalli-Kayancolam road, this can be taken up after the completion of the Kayancolam-Nangyarkulangara portion.

As regards widening and metalling of the Haripad-Elanjimel road, the Chief Engineer has now before him an estimate for converting the first portion into a cart road and after that is finished he will take up the question of carrying on the work of the remaining road.

As regards metalling of the road from Haripad to Viyapuram depot, the Chief Engineer has called for an estimate.

As regards the restoration of the Magistrate's court, the District Magistrate does not consider that a Magistrate's court at Haripad is necessary. The question of redistribution of territorial jurisdiction is under consideration.

The question of improving or providing a new building for the Haripad dispensary is now being considered.

93. Needs of the Kartikapalli taluk.

MR. P. PHILIPOSE (*Member, Municipal Council, Haripad*) said that one of the foremost needs of his taluk was the deepening of the Danapadi canal. If the canal was deepened properly, it would, besides serving as a means of communication, furnish good drinking water. Government had once or twice attempted to keep the canal in good condition by widening it. But the sands on either side ran in and silted it up. Government were now spending nearly Rs. 500 every year for deepening the canal. But as soon as the sand was dug out, it ran in again. The amount spent on the maintenance of the canal was thus a waste. If this amount was spent in putting up small walls on either bank of the canal, it could be easily kept in good condition. There was also another advantage. There was a road along the eastern bank of the canal. It was the intention of Government to widen this road. But every time it was widened, the land slided and fell into the canal. If the proposed walls were erected on the banks of the canal, the road could be widened and maintained easily.

The member next dealt with the Kartikapalli-Muthukulam village road, which he said should be metalled.

The next subject that the member took up was the provision of a bridge over the Kartikapalli canal. A foot-bridge costing not more than Rs. 1,000 was all that he wanted. If even this was considered too costly, he would be satisfied if only two strong logs of wood were placed across the canal, so as to enable people to cross it. Two other bridges were also necessary one at Pulukeezhu and the other at Thrikunnapuzha. The Kutilil canal should be deepened and connected with the Danapadi canal. Near the source of the canal at Pallippadu, there were extensive punja fields. If one wanted to come to these fields by the Kartikapally canal one had to take a circuitous route of not less than 10 miles. But if the Kutilil canal was connected with the Danapadi canal, an easy access could be gained to the above paddy fields.

Another subject to which the member made reference was the opening of a Magistrate's court at Haripad. There was formerly a First Class Magistrate's Court at Haripad. He was therefore legitimately entitled to ask for a First Class Magistrate's court now. But what he now wanted was only a Second Class Magistrate's court. In asking for this the member said he was only voicing the earnest desire of the public of Haripad who were put to considerable inconvenience by having to go to Kayancolam for their cases.

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